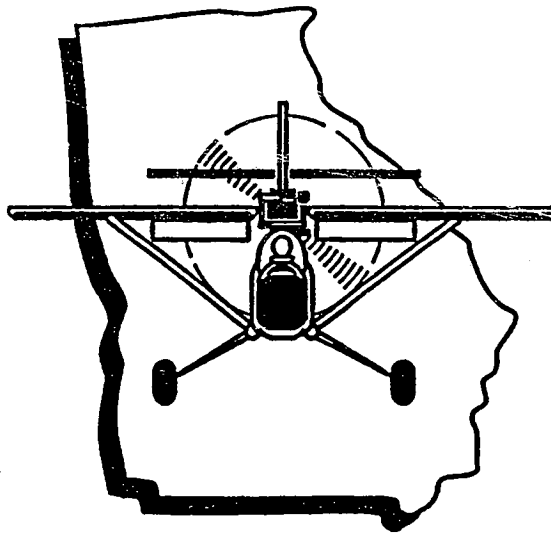


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The Sport Flyer



The official newsletter of
The Georgia Sport Flyers Associatio

February 1997

MEMBERS

(If any information here is wrong, contact Bill Rouse.)

Kenneth Adams, Jr.	770-443-8792	Dallas, GA	Ragwing Special
Herschel W. Barker	770-443-1310	Hiram, GA	Hurricane
Norman H. Bethke	770-267-5126	Monroe, GA	Super Weedhopper
George Boerner	770-??-???	Dawsonville, GA	
David Brainard	770-938-4456	Atlanta, GA	
Mike Carpenter, Jr.	770-460-7566	Fayette, GA	Kolb
Mike Carpenter, Sr.	770-997-0702	Riverdale, GA	Kolb
Charlie Carter	706-216-6652	Dawsonville, GA	
Phillip Cataldo	404-523-5556	Canton, GA	GT-400, Bravo 40
Tim Caviness *	770-962-3433	Suwanee, GA	Challenger I
Ben C. Cole (BFI)	770-476-1070	Suwanee, GA	Talon XP
David Corriher	770-386-2808	Cartersville, GA	Ferguson F-II
Eddie Crawford	770-957-5710	Locus Grove, GA	
Jack Day	706-234-3816	Rome, GA	Tierra
Pierce Day (BFI)	770-591-7284	Woodstock, GA	Mini-Max, Phantom
Ben DeMayo	770-834-2661	Carrollton, GA	
Michael Doolittle	770-463-0845	Newnan, GA	
Kem Dunnebacke	770-338-0427	Lawrenceville, GA	Titan Tornado
Frank Eck	770-953-2231	Marietta, GA	
Randy Falkenberg	770-604-9806	Atlanta, GA	
Bill Ferguson	770-443-2747	Dallas, GA	Ferguson F-II
Frank Flessel	404-761-8667	East Point, GA	Team Mini-Max
Chuck Goodrum	770-426-7294	Kennessaw, GA	Flt Dgn Trike R447
Steve Green	770-977-5572	Kennessaw, GA	CGS Hawk
Jeffrey Hatle	770-251-2080	Sharpsburg, GA	Rans S-12
Chad Hilbert (BFI)	912-923-0256	Bonaire, GA	
Glen Horne	770-720-1877	Canton, GA	Ferguson F-II
Andy Isburgh	770-483-6646	Conyers, GA	Team Mini-Max
John Jolley	770-786-6524	Covington, GA	Ferguson F-II
Barry Jones (BFI)	770-921-0751	Lilburn, GA	Quicksilver
J. D. Jones	770-969-9399	Fayetteville, GA	Hi-Max 1400Z
Charles Kirtland	706-295-1974	Rome, GA	Spitfire
Chuck Koukol	706-896-1032	Young Harris, GA	
Jim Lanier (A&P)	770-945-2095	Buford, GA	
Jerry Lynch	770-474-8211	Stockbridge, GA	Phantom
Wes Luster	770-414-1449	Tucker, GA	
Larry Maynard	770-667-9638	Alpharetta, GA	Titan Tornado
Cliff McDonald	770-963-2939	Grayson, GA	MaxAir Drifter
Jim McKillip	706-548-6160	Athens, GA	Quicksilver MX
Ben Methvin	770-509-6753	Marietta, GA	Team Mini-Max
Brad Methvin	770-509-6753	Marietta, GA	Phantom
Frank Nadolski	770-926-9752	Kennesaw, GA	Siemens Schuckert D1
Ed Noble (BFI)	770-457-9583	Chamblee, GA	Ferguson F-II
Scott Parker	770-908-7386	Jonesboro, GA	Weedhopper
Scott Perkins	770-422-2597	Marietta, GA	
Loren K. (Pete) Pettis	706-647-6654	Thomaston, GA	Team Mini-Max
Michael Prosser	770-222-0484	Hiram, GA	Phantom
Robert Pytel	770-433-9676	Smyrna, GA	Chinook, WT II
Howard Ray (BFI)	706-692-6500	Jasper, GA	Phantom, Weedhopper
Bill Rouse	770-917-9228	Acworth, GA	Challenger

* New Member

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Members of the 1997 Board:

President: **Ben Methvin**
 Vice President: **Brad Methvin**
 Secretary/Treasurer: **Bill Rouse**
 Safety Officer: **Pierce Day**
 Search and Rescue Officer: **Ben Cole**
 Newsletter Editor: **Steve Yothment**
 Flight Operations Officer: **Ron Reese**
 Librarian: **Mike Carpenter, Jr.**

Members (continued)

John Russel	706-802-0321	Rome, GA	Firestar II
David Shaw, Jr.	770-974-0611	Acworth, GA	
Dana Simmons	770-579-9091	Marietta, GA	J3 Kitten
"Lucky" V. R. Smith	770-562-4338	Temple, GA	Phantom
Ralph Sullivan	770-943-5986	Powder Springs, GA	Kolb Firestar
Stan Sullivan	770-422-1318	Kennessaw, GA	Firestar
Dennis Thisius	770-467-9211	Locus Grove, GA	Ercoupe
Corky Valentine	770-781-2916	Canton, GA	Quicksilver MX
Steve Yothment	770-339-8394	Lawrenceville, GA	Kolb Firestar II

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From The President's Hangar

Thanks to all who attended the January meeting. The participation by all, including the ladies, was most appreciated. The tour of Aircraft Technologies at Lilburn and the visit to their *Atlantis* prototype at Gwinnett County Airport was most interesting. Our thanks to Dana Simmons for arranging this with Fred Meyer and his talented gang.

As part of a renewed effort on the educational and safety aspects of the club, Pierce Day, our new Safety Officer, had his first speaker on subjects of special interest to us all. Chuck Goodrum's presentation on sectional charts and the rules of the road was well done. At the February meeting, Andy Isburg will lead a discussion on radio procedures. After my messy conversations at the controlled airport at Huntsville, I look forward to the presentation.

Ben Cole graciously agreed to look into establishing a Search and Rescue plan for the Georgia Sport Flyers. We

believe our aircraft and skills could aid the community when children wander off or someone is lost. We also need a system that would serve our own members quickly should any of us go down. Ben will look into the many issues involved and report to the membership.

I don't know when I have seen such bad flying weather, wet and cold, but it's a good time to get it all ready for spring. February, after all, is only 28 days long. Four of us took the opportunity to have our mufflers ceramic coated by Performance Coatings in Jonesboro. They sure look good and only time will tell if they'll hold up.

Brad has completed the membership questionnaire which you will find in this issue of the Georgia Sport Flyer. Mail it in or bring it to the meeting.

Looking forward to seeing you all at the meeting at Dana Simmons house on February 8. Bring any good ultralight movies you have. Lunch will be served.

- Ben Methvin, February 1997

January Meeting Minutes

Ben Methvin opened the January meeting and briefly informed everyone that he doesn't intend to change the way the club is running and that he enjoys the least amount of regulation possible. Ben indicated that he is mainly concerned with fun and safe flying.

The new calendar for '97 was briefly discussed. New members and visitors were welcomed.

Pierce Day has been appointed as Safety Officer and will coordinate informative topics on safety and technical discussions at club meetings.

Brad Methvin led discussions on sending a survey to all club members.

The survey will be in the February issue of the Georgia Sport Flyer.

Ben brought up possibly exploring a new club logo if enough members were interested.

Bill Rouse gave a financial report of income and expenses for 1996 and gave a balance of \$850.00 to start the new year. We also discussed the possibility of buying an enclosed trailer for the club and making club hats available again.

Chuck Goodrum led the safety topic "Sectional Maps".

A "Search and Rescue" team effort by GSFA was discussed and Ben Cole was voted to head this up. - Bill

Our Next Meeting

By Steve Yothment

The next meeting of the GSFA will be on Saturday, February 8, at Dana Simmons' house in Marietta, GA. To get there, take I-75 N from Atlanta to Marietta Parkway (the 120 loop). Turn right (east) and go 2 miles to Roswell Road. Turn right and go 2.8 miles to Old Canton Road. Turn left and go 500 yards to Sewell Mill Road. Turn right and go 500 yards to Murdock Road. Turn left and go 0.9 miles to Holly Mill Run Court (Holly Springs Subdivision). Turn right and go 1.0 mile to Kramer Way. Turn left. Dana's house is the 4th on the right, 2032 Kramer Way.

(Making it to this meeting fulfills GSFA minimum requirements for navigation ability! Like Frank Sinatra used to say, "If you can make it there, you can make it anywhere!" - or something like that.)

Lunch will be served at the meeting. Please try to be a Dana's house by 12:00. We're leaving it up to Ben as to whether the meeting comes first, or the lunch.

Included in the meeting are the following activities:

- Andy Isburgh will be giving a talk about Radio Procedures.
- Ed Noble will talk about his crash and what can be learned from it.
- Some members will bring video tapes of their latest adventures for all to see.

It sounds like fun to me! See you there.

- Steve

Special Note:

Ben asks for all members to bring photos of themselves with their planes to the meeting (for the web site).

Alcohol, Anyone?

By Pierce Day

I keep reading that oil companies are adding alcohol and other additives to their fuel as a way of reducing harmful emissions. Reading Mike Stratman's articles in the CPS catalog regarding fuel additives I learned that alcohol in fuel tends to absorb water. This means that the two-stroke engines using fuels spiked with alcohol will be spraying water molecules around all moving parts along with the fuel/oil mixture. The results are less lubrication, higher EGT/CHT's, and the possibility of rust forming on the crank, pin, and other steel goodies inside the engine. Not so good, huh?

Most of us already know this. The question is, "How many of us test the fuel

before mixing it up?". I haven't been doing it - but coming this spring I will start. Why? Because I want to do everything that I can to keep that weedeater running just a little bit longer.

The alcohol test is simple: An olive jar with a mark one fourth up from the bottom. At the filling station fill the jar up to the mark with water. Fill the rest of the jar with fuel. Put the lid on and shake hard. Let it settle out. If there is now more water than before, you have alcohol in the fuel. How much is too much? I don't know. Right now I'll say zero. Maybe someone out there can enlighten us as to what we can tolerate. Anyone?

- Pierce

GSFA 1997 Activity Calendar

The GSFA does not assume any liability for flight activities listed. Individual members of GSFA have liability for their personal sport and recreational flying. Check the GSFA voice mail system for updates on flying activities.

Month Day/Time	Coordinator	Site	Activity
February 8 15 22	Dana Simmons	Dana Simmons' House, Marietta, GA	12:00 - Membership Meeting
March 1 8 15 22 29		South Expressway Airport Calaway Gardens	11:00 - Membership Meeting Trip to Calaway Gardens
April 5 6 - 12 19 26		Lakeland, FL Andersonville, GA	Sun-N-Fun EAA Fly-In Trip to Andersonville, GA
May 3 10 17 24 31	Ben and Dana	Mathis Airport or Mallard's Landing Lookout Mountain	11:00 - Membership Meeting Trip to Lookout Mountain
June 7 14 21 28		Wheeler Field Cave Springs, GA	GSFA Air Rally '97 Rain Date for Air Rally Cave Springs Family Day

Please complete the survey card enclosed in this month's newsletter. We believe that this is *your* club and *you* should have a say on which directions we take in 1997. The more feedback we receive, the better we can respond to the member's needs. We would appreciate 100% participation.

Just fill it out, and put it in the mailbox....It is already addressed and stamped.

We have no dates yet for the following activities:

- Jones Light Airfield Open Invitational, Smith, AL - May?
- Spring Fun Fly-In, State Line Ultraport, Gafney, SC - May?
- Fly-In at Flight-World Ultrapark, Greer, SC - June?
- Bellah Field Fly-In and Cookout - July?
- CSRA Invitational Fly-In, Wilson Field, Ringold, GA - August?
- Trip to Cape Fear - September?
- Huntsville EAA Fly-In - October?

Month Day/Time	Coordinator	Site	Activity
July 5 12 11:00am 19 26	Howard Ray	Pickens County Airport, Jasper, GA Chilhowee, TN	Fly-In and Membership Meeting Fly to Chilhowee, TN
August 2 9 11:00am 16 23 30	Bill Ferguson	Ferguson Field St. George's Island	Fly-In and Membership Meeting Fly to St. George's Island
September 6 13 11:00am 20 27		Peach State Airport, Williamson, GA Talladega, AL	Fly-In and Membership Meeting Fly to Talladega, AL
October 4 11 11:00am 18 25		Cartersville Airport Loehle Aviation in TN	Fly-In and Membership Mtg, Officer Nominations Fly to Loehle Aviation in TN
November 1 8 11:00am 15 22 29		To be determined	Membership Meeting, Officer Elections
December 6 7:00pm 13 20		Cobb EMC Community Room, Marietta, GA	Membership Meeting, Annual Party

Lessons Shared

By Ben Methvin

Ed Noble is one of the GSFA's finest and most experienced pilots. Last Sunday, 26 January, Ed made a **hole-in-one** of the fairways at the Royal Oaks Golf Club near the Cartersville airport. Following an as yet unexplained engine-out on a nearly-new Rotax installed in his Ferguson II, Ed limped away after hitting the top of a seventy foot tree and falling straight down. Imagine a crane lifting an aircraft by it's tail and dropping it on the nose cone from sixty to seventy feet high and you get the picture.

Ed agreed to share this experience, relative to things that endangered his life and those that protected it, in hopes that the GSFA membership might benefit. In addition to the lessons below, Ed has a **novel suggestion** which I believe has merit.

Wear seat belts and over-the-shoulder harnesses that are connected to a strong point.

Ed credits this with saving his life. The high quality belts were connected to the front spar carry-through structure and held firm.

Wear a helmet.

Ed was wearing a helmet that kept the instrument panel and structure that came back at him from doing more damage to his face and head. He looks like a Panda from black eyes where his glasses were jammed into his eye area. The helmet was damaged but did it's job of protecting him by keeping the glasses from being jammed even deeper.

Pick your route and altitude carefully.

The five or six miles between Ferguson's field and the Cartersville airport offers nothing in the way of safe emergency landing areas except the golf course located half way. Ed prudently chose that route, otherwise he might still be in the pine thickets. Ed says he

*should have been higher and would have had more options on the crowded golf course. He tried a restart to no avail and rapidly gave out of time to do anything more than **fly the aircraft**, the prime directive.*

Choose a landing site and stick with it.

*Ed picked a fairway and set up for it but seeing that the backs of the golfers in the fairway were to him and knowing that they could not hear him he elected to crossover to a less crowded adjacent one. Two tall trees on the ridge between them caught him and dumped him straight down. This was a hard call and a good one as it turned out. Ed's **novel suggestion** is that we carry a canned air horn like those used on many pleasure boats. They are loud, small, light and cheap. Since emergency landings may be on potentially crowded areas such as a golf course, a horn mounted close at hand could be a good idea.*

Carry a telephone.

Ed was rushed to the hospital very shortly after the crash due the fact that people in the club house could see the smashed plane and called emergency services immediately. Ed made a phone call from the crash site to assure friends that he was not seriously injured. The phone carried in his jacket might have been critically needed if he had been hung up in the trees and not seen by anyone.

Pick a strong air vehicle.

The Ferguson hit hard on the nose. The nose cone shattered and the steel structure in the nose deformed, both actions absorbing dangerous energy. The engine stayed on it's structure and did not come down on the pilot. The fuel container, nearly full, did not spill. The seat and belt restraint structure held under what must have been terrific forces.

There are of course others lessons including those which might have to do with the engine stoppage but at this time the reason for the shutdown is under investigation.

Ed was hurt physically and financially but his spirits are excellent as usual. We

appreciate his sharing the details of this accident so that we all may benefit. Most of all we are pleased that Ed will continue to be with us as an active contributing member. Thanks, my friend, and have a quick recovery.

Do The Math!

By Mike Prosser

Recently, I've been asked why many 2-cycle equipped ultralights seem to be leaking (oozing) black oil from various engine joints - especially from the head exhaust ports and exhaust manifold.

This condition is affectionately referred to as "drool". It's usually a result of over-oiling the fuel mixture. The issue is compounded further if you're running a rich mixture to keep EGT's low and over oiling the fuel mixture. Most of us use Pennzoil in our Rotax's. Both recommend a fuel-to-oil ratio of 50:1. After reading the following article, it should be obvious how innocently we in the field have been adding too much oil to our fuel. If we carefully trend our engine fuel mixture, jetting, EGT/CHT temps and residual "drool", the ratio may be increased (just be careful) to obtain maximum engine protection, performance, drool elimination and we might even save some money!

The following article, written by Andy Gold, is from the August '96 issue of Phantom Driver.

A couple of weeks ago I got a note from Ray Raynor who said that he just got through looking at the mix ratio tables on the back of bottles of Pennzoil For Air-Cooled Engines 2-cycle oil. On Pennzoil's chart they instruct us to add 3 ounces of oil to every gallon of gas in order to mix a 50:1 fuel oil mixture.

NO - NO, BAD! This is wrong! To get a 50:1 mixture, you need 2.56 ounces per gallon. Do the math. There are 128 ounces per gallon, divided by 50 = 2.56.

Or, do what I do. I buy my gas in 5 gallon cans. Before I pump the gas I pour in (with a measuring cup) 12.8 ounces of oil in the container. OK, I admit it. Because of the meniscus of the oil (the tendency of a liquid to adhere to and rise up the sides of a container) and the difficulty of measuring accurate 10ths of an ounce, I'm usually closer to 13 ounces

per 5 gallons. But that's still closer than Pennzoil's claim for 15 ounces.

I called Pennzoil's Tech Line (1-800-458-4998) to ask about the discrepancy. Here's what they said. (I'm not making this up, folks.)

"Since most of our American customers have trouble understanding and working with such complex numbers as 2.56 and 12.8, they make it easy for us by using simpler numbers such as 3 and 15, even though we know they are inaccurate." He then went on to say that *"the extra oil probably won't hurt anything anyway"*. Well, that's encouraging.

Not so, according to Todd Cervantes of Quicksilver Aircraft. Since oil burns hotter than gas, the rich mixture will probably result in higher CHT and EGT readings. It may also increase carbon deposits inside your cylinders.

Classified Ads

FOR SALE - Jet Wing trike flown by Chuck Goodrum who's buying another. It has a geared 447 Rotax with 4-blade Ultra Prop, 175 sq ft Demon wing, foot and hand throttles, front wheel brake, and rpm gauge. 41 hrs on engine. Excellent condition. \$3450.00. Call Chuck at 770-426-7294.

FOR SALE - 1992 Ferguson F-2, Rotax 582 (65 hours), 3-blade flight-adjustable Ivoprop, Digital Instrument System, A&P built, beautiful condition. \$20,000. Call Glen Horne at 770-720-1877.

FOR SALE - Kolb Ultrastar, 40 hrs, factory welds, excellent condition. New Culver prop with hardened leading edge, Second Chantz chute, 8 gal. tanks, EGT, CHT, Alt, AS, Tach. Always hangared, \$4,700.00. Call Kenneth Grubbs at 770-267-2301 (day) or 770-267-5852 (nights).

FOR SALE - Weedhopper C, unmounted, zero time, Kawasaki 440, CDI with 5-belt magnum redrive, \$3,750.00. Call Scott Parker at 770-908-7386.

FOR SALE - Zephyr II, 2-place, Rotax 582, low time, loaded with every option, mint condition, \$16,900. Call Stuart Fuller, 770-443-0911.

FOR SALE - Zephyr II, dealer built with 618 engine, low hours. Call Howard Ray, 706-692-6500.

FOR SALE - Team Airbike, factory built, Ser. # 1, new Rotax 447, mint condition, needs nothing. \$6,700. Call Brad Williams, 770-466-9985.

FOR SALE - Team Mini-Max, complete, ready to fly minus engine, prop, instruments. Fully enclosed. \$2,995. Fully enclosed custom trailer also available, \$800. Call Andy Isburgh, 770-483-6646.

FOR SALE - Fisher FP-101 with Kawasaki 440 engine. \$3,500. Call Ron Reese, day 770-957-0138 or night 770-957-6883.

FOR SALE - Weedhopper airframe only (no engine). New, ready to put your engine on. \$2900.00. Call Howard Ray, 706-692-6500.

FOR SALE - Spalding single-place floats with all mounting hardware and instructions, new, \$1150. Call Stuart Fuller, 770-443-0911.

FOR SALE - Rotax 532 engine with B box, dual carbs, water cooled with radiator included. Exhaust manifold and muffler included. 350 hours on engine. Runs great! \$1295.00. Call Steve Green, 770-427-2799 or 770-977-5572.

FOR SALE - Rotax 503 engine, new in box with B drive. Make offer. Howard Ray, 706-692-6500.

FOR SALE - Rotax 377 FA, with gearbox and CDI conversion. Needs one piston. \$595. Call Andy Isburgh, 770-483-6646.

FOR SALE - Ray Jefferson PL-99 Loran, \$60. Icom IC-A20 VHF/VOR Receiver with headset adapter, inline PTT and nicad wall charger, \$450. Call Denny Thisius, 770-467-9211.

FOR SALE - BRS-UL2 parachute, 750 lbs gross weight. Rocket motor, chute out of date and need repacking. Otherwise in excellent condition. \$350. Call Steve Green, 770-427-2799 or 770-977-5572.

WANTED - 750 lb. parachute, BRS or Second Chantz, Rocket or Air. Call Larry Ramsey at 423-344-5954.

WANTED - Repair parts for Weedhopper (2-seater or Super), whole plane or parts. Call Norm Bethke, 770-267-5126.

The GSFA Voice Mail System

All GSFA members have access to the voice mail system to get updates on upcoming events as well as for leaving messages to other members. Just dial 770-663-7108 and choose the number to access the information you want.

If you would like to leave a message to other members about when and where you will be flying, choose number 2, wait for the beep and leave your message. If you want to check and see if anybody has left a message as to when and where

they will be flying, after pressing 2, press *, then enter the security code (4273) and press 1 to hear messages. Don't forget to press 1 after you listen to each message to save it so that others can retrieve the message also. The security code matches the letters GASF (Ga. Sport Flyers) so it should be easy to remember. Please do not change it.

If you encounter any problem with the voice mail system, contact Bill Rouse at 770-917-9228.

GSFA Information...

The Georgia Sport Flyers Association is a non-profit organization devoted to the promotion, education and safety of ultralight flight, but encourages and accepts members from all walks of aviation. Membership is \$30.00 per year and includes subscription to the newsletter. Membership applications with payment should be brought to a membership meeting or mailed to:

Bill Rouse, Secretary/Treasurer
Georgia Sport Flyers Association
3764 Halyard Court
Acworth, GA 30102

Bill can also supply membership applications.

The newsletter (only) is available to non-members for \$20.00 per year.

Meetings are normally on the second Saturday of the month, at various locations around the metro Atlanta area.

The Sport Flyer is the official newsletter of the GSFA and is published on a monthly basis. THE ARTICLES AND OPINIONS STATED IN THIS NEWSLETTER ARE NOT NECESSARILY THE OPINIONS OF ALL OF THE MEMBERS.

It is the responsibility of each individual to make sure that the articles meet his or her needs and applications.

Articles from the membership and general public are highly encouraged and solicited. No material can be returned unless accompanied by sufficient return postage. To submit articles to the newsletter, send to:

Steve Yothment
612 Steeplechase Drive
Lawrenceville, GA 30244

Articles on floppy disk are preferred, but any form is acceptable. If you have a computer and modem, you can send articles to Steve at the S-A Ham BBS, 770-903-6789, or via Internet at address SteveYoth@aol.com.

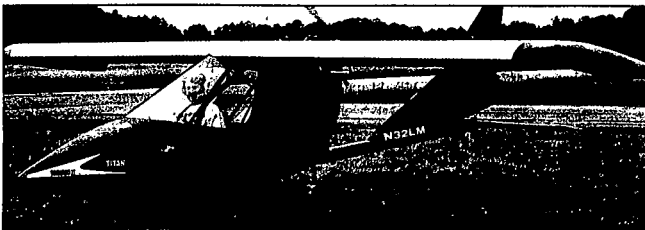
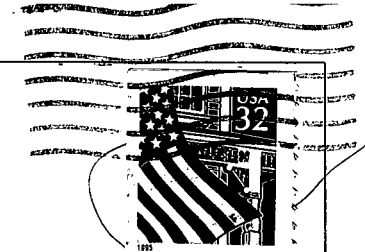
Articles for the March newsletter should be submitted by February 26th.

All other correspondence should be mailed to:

Georgia Sport Flyers Association
3764 Halyard Court
Acworth, GA 30102

or contact any club officer.

Georgia Sport Flyers Association
3764 Halyard Court
Acworth, Georgia 30102



Congratulations to Larry Maynard,
who has his Titan Tornado on display
on page 84 of the March '97 issue of Kitplanes!

Chuck Goodrum 1/98
2009 Jebbs Court
Kennesaw, GA 30144